SUBJECT: SITE VISIT TO ANNETTE ISLAND

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Our crew traveled to Ketchikan on Monday, 7 March, to Annette on Tuesday, and back to Anchorage on Wednesday. Charles Gilmore (Safety Officer) and I were accompanied by Bud Hurley from the Ketchikan Airway Facilities Office. On the island Mr. Hurley provided an escort to all the sites we had previously identified on FAA asbuilts and to the current air navigation facilities. We were able to visit many sites where we suspected to find toxic/hazardous materials. An exception was the landfill, which is still in use and any FAA generated garbage or debris would be mixed with that from the community. Also, some of the prior FAA buildings and facilities were under private ownership or locked and we were unable to survey the structures or property for THM.

Mr. Hurley had lived on Annette Island for many years prior to when the FAA decommissioned the airport and moved personnel to Ketchikan. He is also currently in charge of maintaining the navigation equipment on the island and was an excellent source of information concerning activities and locations used during the years of FAA presence.

The following is from a report prepared for the U.S. Army Engineer District, Alaska, by Sverdrup & Parcel and Associates, Inc. The report was prepared under the DERA program and is titled "Inventory Report for Annette Island Landing Field, Alaska. January 1986"

"The Annette Island Landing Field was acquired by the Army in August 1940, under a Use Permit from the Department of the Interior. At the site the Army constructed and operated two runways, aviation facilities (taxiways, hangars, revetments, and fuel storage), four Panama Mounts for coast artillery batteries, and associated camp facilities (housing, utilities, hospital, and docks). The Navy established and operated a Naval Auxiliary Air Facility, consisting of a seaplane ramp and parking area, two six-inch gun emplacements, and housing, utilities, administration and storage facilities. In addition, housing facilities were constructed for use by the Royal Canadian Air Force which also used the site as a training base".

"Two tracts of the base property were relinquished to the Dept. of Interior, Bureau of Indian Affairs in June 1945 and July 1949, respectively. In July 1949, 4,880 acres (including the runway and

other improvements) were transferred to the Civil Aeronautics Administration - CAA). The remaining portion of the original 10,728 tract was returned to its current owner the Metlakatla Indian Community Council of Annette Island Reserve".

"The Annette Island Indian Reserve, encompasssing all of Annette Island, was established in 1891 as a reservation for use by the Metlakatla Indians. The BIA granted the War Department permission for temporary use of Annette Island Landing Field Site from 1940 to 1949. After 1949, certain buildings and parcels of land were leased at various times by the Council to the CAA (FAA), the Coast Guard, the Dept. of Education, the Alaska Dept. of Transportation, Pacific Northwest Airlines, and Western Airlines".

The facility was decommissioned in the early 1970's and most of the property turned over to the Council of Annette Indian Reserve in May of 1974. The FAA currently occupies four parcels of land which include the VOR site, the Remote Receiver site, the RCAG site and the old SBRA Range site. At one time the FAA owned and operated the entire facility which included two housing areas, a fuel tank farm, a dock, the airport and related facilities, the utility systems, the power plant and the road network. Any THM generated or disposed by the FAA during the period when we were the owner/operator is our responsibility under the Comprehensive Environmental Response, Compensation, and Liability Act, (CERCLA) or Superfund. However, any asbestos or PCB equipment would be controlled to some extent by the Toxic Substances Control Act (TSCA), Clean Air Act, and the Resource Conservation and Recovery Act (RCRA) and the liability and required action different than under CERCLA. CERCLA includes the "cradle-to-grave" liability for materials listed under its provisions. CERCLA applies only to THM that is stored, treated or disposed at a site. Abandoned PCB equipment would be included under CERCLA, and asbestos under the Clean Air Act.

In order to accurately quantify FAA generated THM at former and existing facilities at Annette will require detailed investigation of property records, lease agreements, property transfers, on-site inventories and materials testing, and interpretation of existing regulations for applicability and how they relate to an Indian Reserve. Indian properties are regulated separately under the Superfund Act, and how the regulations apply to an Indian Reserve may require some legal interpretation. Responsibility for asbestos in buildings transferred to private parties is a problem for which there are no easy answers. Several agencies or companies may be liable for cleanup of THM at Annette, including: the Corps of Engineers (WWII THM), the Weather Bureau, the US Coast Guard, the Bureau of Indian Affairs, the FAA, Standard Oil, the Metlakatla Power Company, the Council of the Annette Indian Reserve, and other individuals, companies and organizations. However, some of the THM is clearly the responsibility of the FAA.

The following is a description of the separate facilities visited during our time on the island. Due to the number of facilities, the large volume of debris and dense vegetation in the housing area, we may have missed some the debris and waste. A complete inventory would require intensive searches of several areas where buildings, roads and construction fill pads were once constructed. The Corps of Engineers intends to contract for aerial photography of the Annette area this April to provide aerial photographs of the existing facilities.

U.S. Coast Guard - Crab Point Area. The Coast Guard base was located east of the FAA housing area and included 25 buildings and a seaplane ramp. At present, most of the buildings have been removed and only the foundations and basements remain. We did not search the area for THM because the site was specifically built for and operated by the Coast Guard. Apparently some of the buildings were removed and barged to Sitka for use at the Coast Guard base. The seaplane ramp is in very poor condition and unusable. Mr. Hurley reported the building basements were used as fish rearing ponds by the local hatchery following removal of the buildings.

Oil Storage Tank Farm - This facility is located adjacent to the old FAA dock and near the housing area. The original tank farm consisted of 4 - 20,000 gal., 2 - 25,000 gal., and 15 - 50,000 gal. tanks and pump facilities. The tanks were interconnected by pipelines and connected to the off-loading facility on the dock. The buildings consisted of a pump house, a meter shed, a warehouse, and a separate fuel oil settling tank and building. From the tank farm a series of pipelines connected to the housing area, power house and the airport. The tanks were moved to this location from the original military tank farm during or following 1946. The military tank farm was located between the east end of the main runway and the present VOR site. Along the existing VOR access road remain the concrete tank supports. A 1949 asbuilt indicates 3 - 80,000 gal. tanks were located in the area southeast of the FAA housing.

At the FAA tank farm remain 7 - 50,000 gal., 2 - 25,000 gal., and 4 - 20,000 gal tanks. The other 8 tanks were removed and taken to Metlakatla for fuel storage. We did not open the remaining tanks to see if they contain fuel, however, due to the size and number of tanks and piping, the probability of fuel remaining in the tanks is high. The ground surface surrounding the tanks, (approximately 1 acre), and especially in the area where the tanks were removed, may be saturated with fuel. The ground surface was covered with dark petroleum stains, the puddled surface water and standing water in the ditches had a visible sheen, and the entire area had a distinct odor of fuel. The ground water table is very high in this area, and in all probability at least several acres of ground material may be contaminated with fuel. The ground material consists of loose beach gravels which may be very porous and allow movement of the fuel throughout the area. However, since the surface water was ponding, there may be an impervious layer

of clay or silt preventing infiltration of the water. Any work at the site will require determining the concentration and extent of fuel contamination.

The tank farm was operated by the FAA, Standard Oil and the Metlakatla Indian Council. Responsibility for a fuel spill is tied to the owner/operator at the time of the spill. The liability for the ground water contamination in this case may be very difficult to trace except if a record exists of the incident or liability can be determined by some other means. The tank farm is located within 50 feet of the beach, and presumably contaminated groundwater would move towards the beach or pond underneath the fuel storage area.

Living Quarters - East (Tent Point). The FAA quarters area was built on the site of the former Army Base. The FAA removed and added buildings and facilities to this site during the period of operation. By 1970 the housing area consisted of 46 buildings, a dock, streets, and utility systems. The FAA owned many of the buildings and had leased some of them to Pacific Northwest Airlines, Alaska Coastal Airlines, the Department of Education, the Elks Club and the Coast Guard. FAA facilities included housing units, storage and shop buildings, a gas station, garages, recreation buildings, a school, the chapel, a fire hall and utility systems. Several of the old military buildings remained, primarily the quonset huts, garages and warehouses.

At present most of the buildings are either removed or have been burned. Of the former FAA facilities remaining are: the gas station, the fire hall, building 206 (storage), the former apartment houses (buildings 101-108 and the weather bureau house), and the Dept. of Education houses which have collapsed. The former PNA buildings are now privately owned and in use, so we did not look at the buildings or for materials in the surrounding area.

East of the gas station and the fire hall was a fenced equipment and materials storage area. The fence has been removed and remaining in the area are pieces of machinery, equipment, pipe, wrecked cars, and other types of metal debris. Included in this material are: a tractor, tower pieces, a large sweeper, a portable FSS trailer, water pipe (possibly coated with asbestos wrap), rusted barrels, and car bodies and pieces. In and around the portable FSS are several small electrical transformers and capacitors which remain in the equipment or which have been removed and left scattered around the building.

We looked through the standing buildings and debris of the burned buildings for THM or evidence of these materials. The following lists the THM found at various locations in the housing area.

Gas Station (301) - Fuel tanks for the gas station must have been above ground and were removed or at the tank farm and connected by a

pipeline, as we found no evidence of buried tanks. No THM were identified in or around the building. Oily residue was visible on the ground underneath the floor. Several old, rusted through drums remain in the brush behind the building.

Fire Hall (220) - Quonset hut with an old stripped truck inside. Can of waste petroleum product remains inside the building.

Burned Buildings - Metal and wood debris - 100, 201, 205, 203, 204, 202, 219, 313, 312, 218, storage platform, 311, 30, 111, 611, 110, 307, 306, 211, 305 and other smaller buildings. Two metal buildings, the Service and P&S Repair, were dismantled or removed and only the foundations remain.

School - The Annette school was built in 1969-70 by the government and has now been burned down. The furnace room and boiler remains along with a large amount of metal debris and the foundation. The boiler insulation, floor tile, pipe insulation and other asbestos material remains mixed with the metal debris and ashes. Asbestos was used throughout the building as evidenced by the volume of material remaining. Outside the old school is a UST, we did not open it to check the contents.

Dept. of Education Housing (222 & 223) - These buildings have collapsed though some of the walls are still standing. In the area surrounding the buildings are numerous wrecked cars, car parts, and wood and metal debris. The area was apparently used for auto repair following transfer from the FAA. I did not find any THM's in this area.

FAA Housing - Type 49 Buildings - (101-108 & Weather Bureau) - Building 101 was empty so we searched it, as people were living in several of the other buildings. The hot water pipes and the furnace room contain asbestos materials, primarily around the boiler and on the pipe joints, tee's, and elbows. The wall board in the furnace room was also sampled for asbestos. Outside each building is a buried heating fuel tank, these tanks were connected by pipeline to the tank farm.

Building 206 - Empty storage shed. Some rusted through barrels behind building.

PNA Apartments, PNA Quonset, Elks Club, Buildings 113, 602, 112, and 215 - This area is under private ownership and fenced. People were living in the old PNA Apartment building and utilizing some of the other buildings. From the road we were unable to determine which of the other buildings were standing or if THM of FAA origin remained in the area.

Utility Systems - Power, water and sewer systems were in use in the old FAA apartment building area. The only transformers we located were in transclosures and operating, and the sewer system was also in use. We

did not see any transformers on poles in the old housing area.

Boiler House (601) - This boiler provided heat for the Coast Guard barracks building (111). The building had been burned and asbestos materials remained surrounding the boiler, on piping and in building materials.

Main Power House - The main power house for the military was known as Building 605 by the FAA and later became the Elk's Club. The wood frame structure is standing though half of the roof is gone. The interior of the building is empty and all the flooring has been removed. No THM was evident in or around the building. On an adjacent gravel pad remain the concrete tank supports for the fuel tanks. The tanks were attached to the fuel distribution system by a pipeline from the tank farm.

Airport Area - Included in the airport area are the former and existing air navigation and airport control aids, the hanger and associated structures, equipment buildings and structures, and the sand shed barrel storage area. Prior to leaving Annette and transferring the facility to the Metlakatla Indian Council, the FAA controlled and operated the entire airport facility. Some of the buildings and facilities were leased to Pacific Northern Airlines, Coastal-Ellis Airlines, Standard Oil and later Alaska Airlines and Western Airlines. The Weather Bureau and Coast Guard also had facilities and buildings at the airport. When the airport was opened on Gravina Island, adjacent to Ketchikan, all these parties moved to the new airport except for the Weather Bureau. The Weather Bureau currently occupies the old Coast Guard Barracks and several small buildings at the airport. Personnel are housed in the Living Quarters - West area off of the west end of the east/west runway. The Metlakatla Indian Council is using the hangar for storage and for constructing fish traps for the local fish hatchery. The hanger was at one time used by the airlines, the FAA, the Weather Bureau, the Coast Guard and the Post Office.

The following describes individual buildings or facilities which remain in the airport area and the THM we identified at each site.

Runway 12/30 Localizer Site - This site is located off the east end of the runway and consists of a localizer platform and a localizer transmitter building. The platform sits on top of a pole and timber stand. The building (401) is wood frame structure containing various pieces of electronic equipment and cabinets. In the cabinets are several small transformers and capacitors. The floor tile in the building is suspected of containing asbestos.

PNA/Western Building - This wood building is standing and appears to be in good condition. A sign indicates the building is, or was the Elk's Club. We did not try to enter the building.

Coastal-Ellis/Alaska Airlines Building - Burned to the ground, some metal debris, no apparent THM.

Tower - Metal Control Tower (402), Standby Generator Building (606), Tower Equipment Building (403). The tower is still standing, however, the other buildings have been burned to the ground leaving metal and wood debris. No THM or asbestos materials were identified in the remains.

Standard Oil Office and Quarters - The office and quarters buildings have been burned down, remaining is a pile of metal and asbestos debris which includes pieces of transite board, tiles and thin sheets of paper like asbestos material. Next to the building site are an abandoned garbage truck and a fuel truck. Across the road from the Office and Quarters site was the fuel storage and distribution area. Remaining is the stand and fuel pumps for the old gas station. In the platform is the fill cap for a UST, however, we were unable to identify the location of the UST or it's vent pipe. In an overgrown area adjacent to the platform is the fill and vent pipe for another UST, we measured approximately 2 feet of gasoline in this tank, which probably can hold about a thousand gallons. In the brush nearby is another fill cap which we could not open, and a distance to the north another vent pipe for which we could not locate a fill pipe. The number and size of the remaining UST's is not known, or if they all contain fuel. In order to determine the status of these tanks will require investigation using a metal detector and asbuilts of the fuel distribution system.

In the brush behind the buried gasoline tank is an old building foundation in which remain 6 drums of unknown material. Four of the drums are empty, one is full and the other contains approximately 10-15 gallons of liquid. Some spilled material is evident on the area surrounding the barrels. Two of the barrels appear to have only recently been placed at the site as they have not rusted.

On metal stands between the remains of the Standard Oil buildings and the hangar boiler building are two large metal fuel tanks. These tanks are approximately 3000-3500 gal. capacity and have lettering on them indicating they previously contained JF-1 and AV-100. Piping for the tanks extends to the ground and then proceeds underground to an unknown location. We did not open the tanks to check for fuel levels.

Hangar - The hangar was built during WWII and turned over to the CAA in 1946. The CAA, and later the FAA operated the hanger which was used as a FSS, and provided office space for the Weather Bureau and the Post Office. Following transfer of the property and hangar to the Metlakatla Indian Council in the early 1970's the building was used for storage and at one time was proposed to be used as a veneer factory. We searched those areas of the hangar where we could get access or could look through the windows. Asbestos materials were used extensively throughout the hangar in the form of pipe insulation, floor

tile, and as fire protection on the interior walls of the hangar area. All the hot water valves, pipe joints, tee's, and Y's are covered with asbestos material. The floor tiles in the office and storage areas in the building appear to be the type of tile known to contain asbestos. Lining the walls of the open hangar area is material like thick paper, which appears to contain asbestos. This material was probably applied to provide insulation and fire protection. We did not take samples from any of the wall board material.

In three different areas of the hangar are located electrical transformers. In a room on the east side of the hangar are stored 25 large transformers of various sizes and shapes. Several are resting on platforms and others on the floor, and none appear to be leaking though the floor was wet from the rain. Some of the transformers were numbered with white spray paint, however, there is no indication of ownership. In the transformer room in the northwest corner are six large transformers which may still be in use. They are the original equipment, installed with the hangar. Outside the west side of the hangar near a boarded shut door are two large transformers without any markings. In a room inside the hangar under a pile of fish net are three or more large transformers. I was unable to get into this room for a closer inspection. In some material I obtained from the Corps is a picture of the former equipment room for the FSS. Some of the equipment cabinets were not removed and contain numerous small transformers and capacitors. We were not able to search through most of the hangar because the doors were locked or blocked preventing access.

In the airport area we located at least four transformers which appear to not be in use. Two are on poles and two in transclosures. The two on poles are not connected to the power line, one east of the old PNA building and one on the power line southwest of the hangar. The transclosures are at the base of the tower and behind the hangar boiler building. The transclosures were locked so we could not see if the equipment is still in them.

Hangar Boiler Building - South of the hangar is a metal building containing two large Birchfield boilers. The boilers are surrounded with a layer of asbestos insulating material approximately one inch thick. The piping and fixtures are also covered in asbestos insulating material. On the floor inside the building is a corroded and leaking drum of pipe cleaning compound. Outside the building near the door are two rusted drums of liquid material, one is full and the other has leaked and the contents spilled onto the ground around it. Next to the boiler building is a small empty wood frame building, apparently used for flammable material storage.

Coast Guard Garage and Storage - This building is a large metal quonset hut. It was locked and had no windows so it was impossible to guess what materials remain inside.

Weather Bureau Buildings - The Weather Bureau is using the old Coast Guard Quarters building and several other smaller buildings in the area west of the hangar. We did not search through these buildings or in this area. By estimating the approximate age of the Quarters Building, we can assume the building probably contains asbestos construction material.

Sand Shed - Building 235 - North of the west end of the east/west runway is Building 235. On the earliest asbuilt (1949) this site is indicated as the asphalt plant and drum storage area. On a later map it was called the Cement Storage Shed and nearby was the 3,000 gallon asphalt heating sump. In 1975 the building was called the Sand Storage shed. The wood frame building is still standing and is full of sand. Also inside is the frame and cab of an old truck. The gravel pad in the area north of the building was constructed of rock and gravel fill hauled to the site from an upland source. On the ground surface north and paralleling the building is a surface layer of tar material. The tar appears to be pumping to the surface from an underground source, and covers an area of several hundred square yards. The source and age of this tar is not known, however, the runway was paved during WWII and resurfaced by the FAA at least twice during the following years.

On the fringes of the large area of gravel fill north of the sand shed are a number of old, rusted drums. As indicated on the 1949 asbuilt, the site was used for drum storage. Based on this information I am assuming the area was used for disposal of drums and other metal debris, including the drums which contained paving asphalt. Following disposal the material was covered with fill, gradually expanding the size of the gravel pad and storage area. The site is still being used for disposal of brush cut from along the roads. The storage area is surrounded by wet, muskeg-type terrain.

ILS Glide Path Building (405) - The building is a wood frame structure which housed the equipment for the ILS system. Remaining in the building are old equipment cabinets which contain 2 voltage regulator transformers and 5 small transformers. The floor is covered with asbestos type floor tile. Outside the building is a locked transformer enclosure and the glide slope instrument.

Remote Receiver Site - South of the west end of the east/west runway was the remote receiver. This site consists of a concrete block building, a metal tower and some wood poles and cables. The building is empty except for a few pieces of wood material, furniture and bulletin boards. The floor is covered with a layer of carpet lying over vinyl floor tile which is covering the asbestos type tile. Outside the building a four standing wood pole towers and a metal "H" type of tower. The transformers for the facility have been removed.

ALS Substation - The ALS substation and equipment building are located a short distance off the west end of the east/west runway. The substation is a portable metal building containing the equipment to run the ALS system. In addition to the several equipment cabinets in the building, there are three large transformers, capable of holding a hundred or more gallons of fluid. The ALS transformers are known to have levels of PCB at over 50 ppm at several locations where they were tested. Behind the building is a locked transformer enclosure. Near the metal substation building is a small wood and metal building which held the systems electronic equipment. Only wood and metal debris remains inside this building.

VORTAC Building - On a hill north of the west end of the east/west runway is the VORTAC facility. Inside are the 6 capacitors and 2 rectifiers from the TACAN equipment change. Outside the building, in a pile, are full cans of epoxy and roofing material remaining from the roof repair project. The cans are beginning to rust.

Middle Marker Building (406) - The building is located about 0.75 miles off the east end of the east/west runway. The facility consists of a small wood frame building containing an old equipment cabinet and some furniture. Outside the building is an old transformer which has been opened and the end removed. Some small transformers and components remain in the cabinet.

Living Quarters - West - The living quarters area and buildings are now occupied by the Weather Bureau. The facility consists of several Type 40 Houses and several other wood frame buildings. All the buildings were occupied or are being used.

RCAG - Building 408 - The RCAG site consists of a concrete block building and three metal towers. The facility is in use and free of THM.

NDB Site - This facility was previously used as the SBRA Range site and now as the NDB. The asbuilts indicate a two story wood building was originally built on the site. This building was burned and now only some ashes and wood and metal debris remain. However, next to the building foundation we located a fill and vent pipe for an UST. The tanks contains some liquid, probably water from the open fill pipe. Only one tower from the SBRA site remains, and is being used as the NDB tower.

H.F.C.T. Site - The HFCT is located west of the airport along the road to Metlakatla. All that remains of the facility is the building floor, one wall and wood and metal debris. In a collapsed portion of the floor are two equipment cabinets containing various small transformers and capacitors. A single triangular C.T. tower is still standing.

There are several other sites and areas at Annette that may hold debris, structures or were used by the FAA. We were unable to visit and search all areas of the island by did make it to those areas identified on the asbuilts. The Corps of Engineers has contracted with a consultant to survey areas of the island for military debris and THM. Associated with this effort, the consultant is arranging to have aerial photographs taken of the developed areas of the island. This effort will occur in April.